

SAFETY BULLETIN

BRASH RECOVERY

GUIDANCE SUMMARY
March 2021



This guidance has been produced following increasing instances of brash recovery operations causing visible deterioration to public roads; roads on which timber haulage operations have followed industry good practice and been successfully managed in accordance with a Timber Transport Management Plan.

The loading and transport of brash and chip must be treated in the same way as roundwood haulage, taking account of Agreed Routes Maps, consulting as appropriate and meeting timber transport conditions or Timber Transport Management Plan prescriptions so that the impacts on roads can be minimised.

- Use the [Agreed Routes Map](#) and think carefully about access. Work needs to be planned so that lorries can pull off the road and any chipping machinery is parked in a safe location. Follow any Timber Transport Management Plans that exist for the road.
- Vehicle and tyre configurations are important. Refer to the [Tread Softly publication](#) for guidance. Low ground pressure tyres / technology are ideal to reduce the impact; Maxi tyres are the best whereas super single tyres are the worst for public road impacts.
- Frequency of the lorries and tonnages to transport are equally important. An hour between loads is advisable on weak roads to allow for recovery, however the consultation process will determine appropriate tonnages and frequencies, with a Timber Transport Management Plan (TTMP) being agreed where necessary.
- [Strictly no roadside loading](#). Loading from the roadside causes an obstruction to vehicles and, without the correct permissions from the Council and appropriate/ agreed traffic management, contravenes the Roads (Scotland) Act or Highways Act (England and Wales).
- Think about safety around the site. Consider whether the operation will limit visibility and safety for all road users.
- Mud should not be deposited on the public road. This is an offence under the Roads (Scotland) Act or Highways Act (England & Wales). Any arisings on the road should be cleaned up as soon as is reasonably practicable.
- Understand that on some weak roads, brash recovery operations might not be advisable or indeed viable.
- Video surveys. These may be required along with lorry tracker records to demonstrate compliance.

